

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

9 JUN 1932

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having

Disconnected erections

Port of Survey Newcastle-on-Tyne

(Type of Superstructures.)

Date of Survey 8th June 1932

Ship's Name

"HARLESDEEN"

Nationality and Port of Registry

British
London

Official Number

162438

Gross Tonnage

5482.63

Date of Build

1932.

Name of Surveyor J. Macdonald

Moulded Dimensions: Length 425.0 Breadth 56.0 Depth 28.75

Moulded displacement at moulded draught = 85 per cent. of moulded depth 12464 tons

Coefficient of fineness for use with Tables 750

Particulars of Classification 1-100A1

contemplated

Depth for Freeboard (D)

Moulded depth ... 28.75

Stringer plate ... 04

Sheathing on exposed deck

 $T \left(\frac{L-S}{L} \right) =$

Depth for Freeboard (D) = 28.79

Depth correction

(a) Where D is greater than Table depth

(D-Table depth) R =

 $(28.79 - 28.33) 3.0 = +1.38$

(b) Where D is less than Table depth (if allowed)

(Table depth-D) R =

If restricted by superstructures

Round of Beam correction

Moulded Breadth (B) 56.0

Standard Round of Beam = $\frac{B \times 12}{50} = 13.44$

Ship's Round of Beam = 13.5 in 56'-0"

Difference .06

Restricted to

Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.06}{4} \times .18 = \text{NIL}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	41.25	41.25	8.5		41.25
" overhang ...	-				
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	270.0	270.00	9.0		270.00
" overhang aft ...	-				
" overhang forward ...	-				
F'cle enclosed ...	37.25	37.25	8.5		37.25
" overhang ...	-				
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	348.50	348.50			348.50

Standard Height of Superstructure 7.5

" " R.Q.D. -

Deduction for complete superstructure 42.00

Percentage covered $\frac{S}{L} = .820$ " $\frac{S_1}{L} = .820$ " $\frac{E}{L} = .820$

Percentage from Table, Line A.

(corrected for absence of forecastle (if required))

Percentage from Table, Line B. 7778

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = $42.0 \times .7778 = 32.66$

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	52.50	1	52.50	63.0	63.00	1	63.00
$\frac{1}{2}$ L from A.P. ...	23.36	4	93.44	28.25	28.25	4	113.00
$\frac{3}{8}$ L " ...	5.78	2	11.56	6.75	6.75	2	13.50
Amidships ...		4				4	
$\frac{3}{8}$ L from F.P. ...	11.56	2	23.12	14.0	14.00	2	28.00
$\frac{1}{2}$ L " ...	46.72	4	186.88	55.75	55.75	4	223.00
F.P. ...	105.00	1	105.00	126.0	126.00	1	126.00
Total ...			472.50				566.50

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{94.0}{18} \left(\frac{75-41}{2} \right) = -1.78$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 28.79

Summer freeboard = 4.18

Moulded draught (d) = 24.61

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 6.15 = 6 1/4

Addition for Winter North Atlantic Freeboard (if required =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 12630$

Tons per inch immersion at summer load water line

 $T = 47.45$ Deduction = $\frac{\Delta}{40 T}$ inches

= 6.6

6 3/4

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:-

Tropical Fresh Water Line above Centre of Disc ...	13
Fresh Water Line " " ...	6 3/4
Tropical Line " " ...	6 1/4
Winter Line below " " ...	6 1/4
Winter North Atlantic Line " " ...	-

Tropical Fresh Water Freeboard ...	4 - 2 1/4
Fresh Water " " ...	3 - 1 1/4
Tropical " " ...	3 - 7 1/2
Winter " " ...	3 - 8
Winter North Atlantic " " ...	4 - 8 1/2

MARKING FORM

RECEIVED 5- JUL 1932

Harlesden. 1

Particulars of fiddle, funnel and ventilator coverings:— *Stokehold gratings covered by strong steel hinged covers.*
Fiddle funnel ventilators in efficient condition. Engine skylight of steel, strongly constructed.

Particulars of Companionways:— Steel deckhouse on poop leading to steering screw space — 1 steel door with 21" sill and 2 wood doors with 21" sills — operated from both sides. ✓

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

No.	Particulars	Dimensions	Remarks
1	One goose-neck iron airpipe on fore-castle deck	18" high x 6" dia.	to fore peak and 2 @ 18" high x 6" dia. to stores tank
4	" " " " " " " "	18" " 6" "	" between deck bunkers and hold.
7	" " " " " " " "	18" " 6" "	" to crew space tank
4	" " " " " " " "	18" " 4" "	" to aft peak & trudder trunk.

All air pipes have snifting holes on top of bend, ~~no~~ ^{efficient} closing appliances supplied at present.

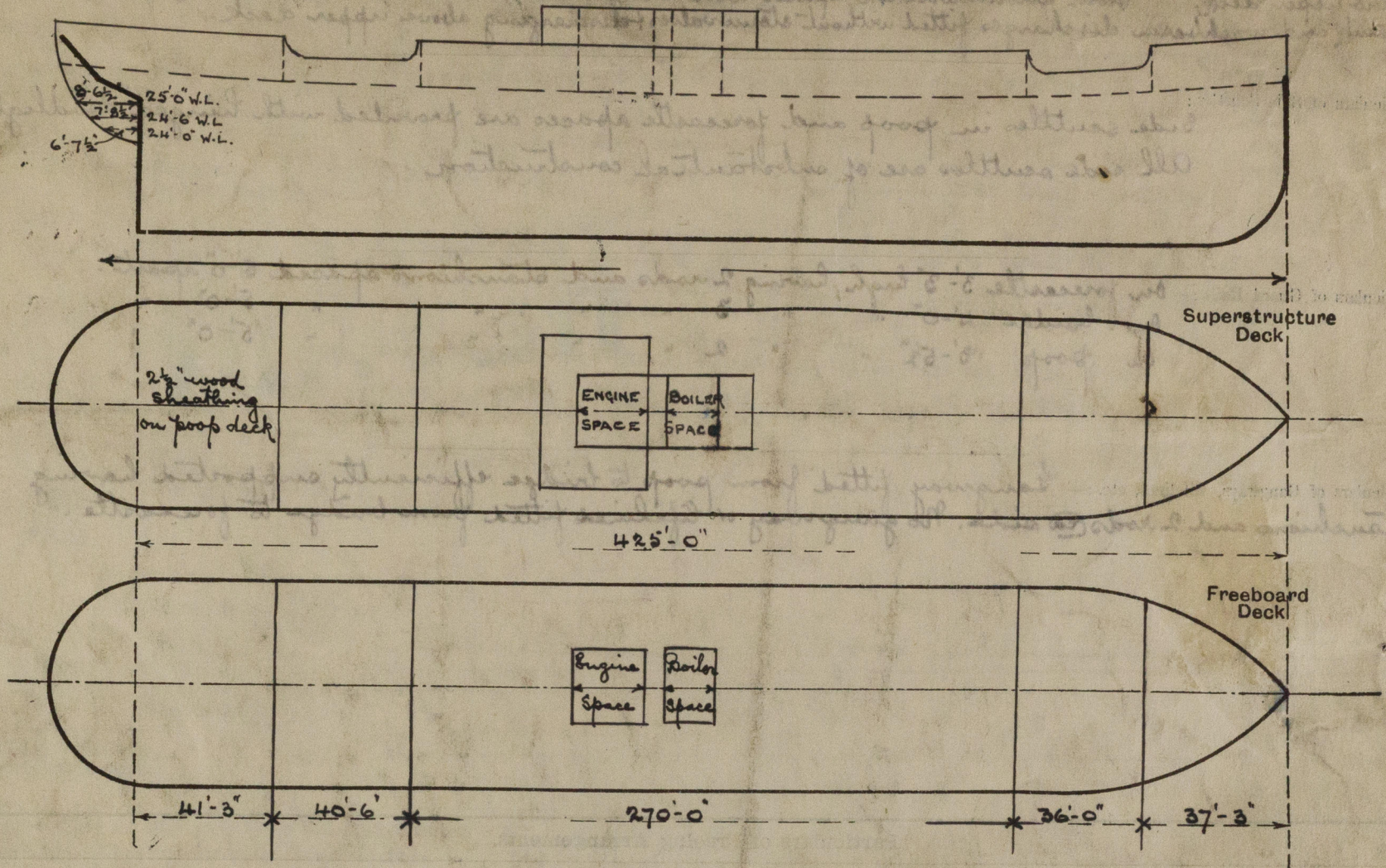
Particulars of Gangway Cargo and Coaling Ports:—

Particulars of Gangways, Lifelines, etc. — Gangway fitted from poop to bridge efficiently supported having stanchions and 2 rods @ side. No gangway or lifelines fitted from bridge to fore-castle.
Crew berthed in poop.

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead	4 steel doors operated from both sides.
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead	2 1/2" wood shifting boards in permanent channels - full height.
Bridge, Forward Bulkhead	No openings.
Forecastle Bulkhead	One with 3" wood shifting boards in permanent channels, full height and 2 steel doors operated both sides.
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	
Exposed Machinery Casings on Superstructure Decks	2 steel doors operated from both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	2 steel doors operated from both sides.
Deckhouses on Flush Deck Ships ...	

Harlesden

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—



State any special features in the construction of the ship:—

Draught	Extreme Displacement	Tons per inch
23'-0"	= 11617 tons	46.93
24'-0"	= 12185 "	47.23
25'-0"	= 12754 "	47.51

OMIT

Builder's name and yard number. *Shawthorn Leslie & Co. Ltd. W-586*

Names of sister ships. *S/s. Harpalion Rye. Rpt W-88343*

Owners. *J & C. Harrison Ltd.*

Estimated Fee £ *16*

Received by me

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